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Cooks and housegirls of the best class are found through Republic Want Ads. 14 words for 10c at any drug store.

THE ST. LOUIS REPUBLIC.

VACANT ROOMS
Nicely rented through Republic Want Ads. 14 words for 10c. Any draught will take your ad.

NINETY-EIGHTH YEAR.

SATURDAY, MORNING, JULY 22, 1905.

PRICE 10c

SUMMARY OF The St. Louis Republic

Saturday, July 22, 1905.

THE WEATHER.

FORECAST.	A.M.	P.M.
St. Louis and vicinity—Partly cloudy, moderate temperature. Light to fresh northwesterly winds.	6-12	7-12
For Missouri—Fair to-day and to-morrow.	10-12	11-12
Yesterday's conditions.	11-12	12-12
Weather—Partly cloudy, moderate temperature. Light to fresh northwesterly winds. Maximum, 90 degrees; minimum, 60 degrees. Wind—Northwesterly, 10 miles an hour at 2 p. m. Barometer—At 7 a. m., 30.1; at 10 a. m., 30.2; at 1 p. m., 30.3; at 4 p. m., 30.4; at 7 p. m., 30.5; at 10 p. m., 30.6. Humidity—At 7 a. m., 60 per cent; at 1 p. m., 70 per cent; at 7 p. m., 75 per cent. Rain—At 7 p. m., .25 inch. Stage of the river, 107 feet at 7 a. m.	11-12	12-12
Thunder, 4.21 a. m., 2.00 length of day. 14.00 moon rise. 10.00 sunrise. 7.00 sunset. 1.00 day length. 14.00 moon rise. 10.00 sunrise. 7.00 sunset. 1.00 day length.	11-12	12-12
At 7 a. m. 30.1; at 10 a. m. 30.2; at 1 p. m. 30.3; at 4 p. m. 30.4; at 7 p. m. 30.5; at 10 p. m. 30.6.	11-12	12-12
Humidity—At 7 a. m., 60 per cent; at 1 p. m., 70 per cent; at 7 p. m., 75 per cent.	11-12	12-12
Rain—At 7 p. m., .25 inch.	11-12	12-12
Stage of the river, 107 feet at 7 a. m.	11-12	12-12

Although yesterday was expected to be considerably warmer than the previous day, the maximum temperature attained was but 10 degrees, and the twenty-four hours, from midnight to midnight, was comfortable and was marked by a moderately brisk breeze.

Throughout the greater part of the day the weather was pleasantly cool and the rain experienced in all parts of the city by the two days of moderate temperature was great.

The wind attained a velocity of sixteen miles an hour early yesterday morning, when a slight drizzle fell, and this served to clear off the atmosphere.

At noon the thermometer indicated but 74, and it was 2 degrees in the afternoon before the 80 mark was reached. With predictions for continued moderate temperature, there should be nothing to dread today in the way of heat.

FEATURES OF TODAY'S NEWS.

1. Disaster on U. S. Gunboat.
2. Champ Clark Finds Missing Money.
3. Woman Gets Hunter's License.
4. Balfour Remains England's Premier.
5. Police Are Ready to Raid Delmar.
6. Nearly All of Gunboat Crew Dead or Injured; St. Louis Men Victims.
7. Senator Cockrell to Receive Visit.
8. Girl Perishes in Burning Motor Car.
9. Meter Too Fast in Recording Gas.
10. Officers Forgot to Hang Prisoner.
11. Jerry Simpson is Very Ill.
12. Chinese Boycott Begins.
13. Congress to Meet Nov. 11.
14. Senator Burkett Receives Letter From President's Secretary.
15. Sultan Barely Escapes Bomb.
16. Dynamite Thrown at His Majesty in Constantinople Kills Members of His Suite.
17. Boiler Bursts as the Bennington Makes Ready to Leave Port at San Diego, Cal., and Sailors Are Hurlled High in the Air, or Fatally Scalded by Steam—Scenes Aboard Too Horrible for Some of the Rescuers to Stand—Decks of Vessel Covered With Blood.
18. Commander Young Ashore and Escapes.
19. St. Louis and Missouri Men on Bennington.
20. East St. Louis.
21. East St. Louis.
22. East St. Louis.
23. East St. Louis.
24. East St. Louis.
25. East St. Louis.
26. East St. Louis.
27. East St. Louis.
28. East St. Louis.
29. East St. Louis.
30. East St. Louis.

FIRST WOMAN IN ST. LOUIS TO GET HUNTER'S LICENSE



MRS. O. W. SIMONDS.
Of No. 4364 Vista avenue, the first lady in St. Louis to secure a hunter's license.

So devoted to the sport of hunting is Mrs. O. W. Simonds of No. 4364 Vista avenue, the first woman in St. Louis to secure the license to hunt prescribed by the new game law, that she and her husband never lose an opportunity to search for game.

Mrs. Simonds is employed in the Missouri Pacific Railroad yards here, and whenever she can be relieved from her duties she and Mr. Simonds spend a week or more hunting. This is usually three or four times a year. They are now planning to go to Jefferson City. Near there they will devote a week to their favorite pastime.

The hunting done by Mrs. Simonds is not confined to watching for the game to approach, nor to hold or cook it after it has been killed, as is generally the case with women hunters. She is an expert shot, and Mr. Simonds declares that she brings down by her own gun more game by far than he does, and he considers himself more than average ability.

Ever since she was a mere girl Mrs. Simonds has had a great liking for firearms. Her father, Captain Charles W. Wood, whom she met at the Planters Hotel a little more than a year ago, was absent from home a great deal, and she early learned the use of a revolver to protect her mother and herself. How to handle a rifle and shotgun came to her naturally.

Mrs. Simonds is a member of the Missouri Sportsmen's Association. She is a woman of about 40 years of age, but after seeing her one would not judge her to be more than 25. She recommends that other women take up the sport.

The greatest delight of Mrs. Simonds is to be in the woods, and she finds much pleasure in riding and driving and outdoor exercises generally. Her chief indoor diversion is painting. Though she has never taken a lesson in the art, she has done considerable creditable work in oil and crayon. The results of her art are shown on the walls of her home, which are decorated with specimens of her handiwork.

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BALFOUR REMAINS ENGLAND'S PREMIER

Decides to Hold Cabinet Position and to Dissolve Parliament in October.

CRISIS IS BECOMING SERIOUS.

Defeat of Government Felt keenly Because of Pending Matters of Great International Importance.

London, July 21.—It is understood that Premier Balfour has decided to remain in office until the end of the session, and to dissolve Parliament in October.

No authoritative statement, however, will be made until Monday, and in the interval this decision may be modified.

The crisis has assumed a serious aspect, owing more to the circumstances attending the defeat of the Government Thursday night on the vote for the support of the Irish Land Commission than to the intrinsic importance of the vote itself.

The vote was actually due to the slackness, or to the indifference of the Government's own supporters, who, despite the strongest possible whip, enforcing the necessity of their attendance on that particular night, allowed themselves to be lulled into a false confidence by the rise of the Liberals and Nationalists in keeping their men in the background until the critical moment arrived.

SHORT AUDIENCE WITH KING.

Premier Balfour's audience with King Edward yesterday lasted only ten minutes and it is supposed that he indicated the foregoing decision to his Majesty.

The Unionist newspapers this morning while professing to be delighted at the prospect of "humblest Liberals" lacking a policy or a programme, being forced to form a ministry, bound hand and foot to John Redmond and his Nationalist following, who engineered the defeat of the Government, contend that the delicate situation of foreign affairs dictates that Lord Lansdowne shall remain in control of the Foreign Office and forbid the risk of any change in the Government.

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POLICE ARE READY TO RAID DELMAR

But Sheriff Does Not Have to Lock Up Violators Without Commitment.

UNDER STATE SUPERVISION.

If Justice Will Issue Warrants, Department Will Be Able to Cope With Bookmakers.—Betting Continues.

If any Justice of the Peace of St. Louis County can be prevailed upon to present himself at Delmar race track and issue warrants of commitment, the St. Louis Police Department will be able to cope with the bookmakers, according to officials of the St. Louis Police Department.

The police can make arrests in the premises held by the Governor and State authorities, as well as by those in power of the department in St. Louis.

But the Sheriff may not lock up the prisoners thus arrested, and would thus be ineffective any action the St. Louis police can take, it is said.

The Police Department of St. Louis is under State supervision, and can be used in any part of the State to make arrests, but by a peculiar power the Sheriff of St. Louis County does not have to lock up any prisoners thus arrested.

Still, if a Justice of the Peace can be secured who will issue warrants for commitments of persons arrested under such circumstances, the Sheriff will be forced to lock up such prisoners.

The whole question of using the St. Louis officers in suppressing bookmaking thus rests on the question of securing a Justice of the Peace who will issue commitments.

In the meantime the bookmakers at Delmar continue to operate, and yesterday thirteen served spectators.

During the entire day Deputy Sheriff Clarence Campbell paraded the betting ring, and said he could find no violations of the law.

The busy throngs that surged to and fro in the ring gave evidence of a rushing business.

Betting was brisk on all the races, and while the attendance was not quite up to the usual standard, the crowd was typical of the element that helps race tracks to flourish.

Deputy Sheriff Campbell declared that Sheriff Herpel was at the home of his father at Carondelet.

Louis Cella declared that he did not care to make a statement until the case of the bookmakers, which comes up at a hearing at Clayton Monday, were settled, when he would be in a position to talk on the subject.

As is usual the grand stand was practically vacant, and there was little enthusiasm on any part of the track, with the exception of the betting ring, where the hum of the money markers went merrily along, and was in marked contrast to the quietness that prevailed in the stands.

The usual sprinkling of women were present, but they did not appear to speculate on the races.

CHAMP CLARK FINDS MISSING MONEY

Congressman Forgot That He Placed It in His Hip Pocket—Discovers Pocketbook on Arrival in Iowa.

When Congressman Champ Clark alighted from a train at Fort Madison, Ia., yesterday morning he placed his right hand in his right hip pocket, and then he smiled. The sad expression that overspread his usually happy face all Thursday afternoon and part of the morning was converted to one of happiness.

Mr. Clark had found it. The roll of greenbacks—"pocketbook" by Mr. Clark, or left lying on the ticket window sill in Clayton, Mo., after he had purchased a ticket there, was stored away beneath his handkerchief in his trouser pocket, and had not been stolen at all.

The Republic contained an account yesterday morning of Congressman Clark's loss. He went to Union Station Thursday at 2 p. m., to take an outgoing train for Fort Madison, where he spoke last night. He was accompanied to the station by Robert H. Kern, another well-known orator.

After purchasing their tickets, Congressman Clark and Mr. Kern walked away toward their train.

Five minutes later Congressman Clark, all excitement, returned to the ticket window and made diligent search and continued inquiry regarding a roll of greenbacks amounting to \$200. He did not find the money, but was compelled to board his train, with Mr. Kern, wondering how or where he lost the money. He reported the loss to General Ticket Agent Barney Frauenthal, who made every effort to find it, without success.

Congressman Clark found the money after his arrival at Fort Madison. He had placed it in his hip pocket, but did not think to look there for it until he reached his destination. A wire to this effect was received from Congressman Clark by The Republic last night.

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NEARLY ALL OF GUNBOAT CREW DEAD OR INJURED; ST. LOUIS MEN VICTIMS

Boiler Bursts as the Bennington Makes Ready to Leave Port at San Diego, Cal., and Sailors Are Hurlled High in the Air, or Fatally Scalded by Steam—Scenes Aboard Too Horrible for Some of the Rescuers to Stand—Decks of Vessel Covered With Blood.

San Diego, Cal., July 21.—Thirty-nine dead bodies are lying at morgues, on piers and on a deck of a ruined vessel of the United States Navy; scores of men are lying grievously or painfully injured in hospitals and homes, and fifteen sailors are missing and probably have found death in the waters of the harbor as a result of an explosion of a boiler on board the United States gunboat Bennington at 20:10 o'clock this morning.

PREPARING TO CONVOY
WYOMING TO NAVY YARD.

The Bennington at the time of the accident was lying in the stream just off the commercial wharf at the foot of H street. The warship had orders from the Navy Department at Washington to sail this morning for Port Harford, where she was to meet the monitor Wyoming, and convey the vessel to the Mare Island Navy Yard.

Steam was up, and everything was in readiness for sailing, when, suddenly, and without any warning whatever, starboard forward boiler exploded with a deafening roar. The explosion was terrific. People standing on the shore saw a huge cloud of white steam rise above the Bennington. Columns of water were hurled into the air for a distance of nearly twice the height of the spars of the vessel.

DISASTER IS APPARENT
TO PERSONS ON LAND.

It was immediately apparent that an awful disaster of some kind had happened on board the warship. The ferryboat Ramona was coming across the bay at the time of the accident. Captain Bertelsen of the Ramona immediately gave orders to change the course of the boat, and instead of continuing his trip to San Diego, side of the bay, hurried to the side of the stricken warship.

The tug Santa Fe, which was tied up at the Commercial wharf, the launch, McKinley, the Government launch General Kinley, the Government launch General De Russy, and a large number of other launches and water craft, which were near the scene at the time, all rushed to the assistance of the Bennington, and endeavored to give what assistance possible. By the time the Ramona had arrived, many sailors of the Bennington, who had jumped into the bay to escape the scalding steam, had been rescued, and the removal of the wounded, which already had been commenced, was being conducted in perfect order.

The crews of the Santa Fe, De Russy and McKinley and the other boats present lent a hand in picking up the wounded sailors and transferring them to the shore.

WHEN THE ACCIDENT OCCURRED.

At the time of the accident Commander Lucien Young and Surgeon F. E. Peck were on shore. The two officers, as soon as they learned of the disaster, hurried to the water front, where Commander Young took charge.

On board the Bennington were presented terrible scenes. The force of the explosion had torn a great hole in the starboard side of the ship, and the vessel was already sinking. A section of the upper deck was carried away from stem to stern. Blood and wreckage were distributed over the entire ship, the after-cabin and the vicinity of the ship adjacent to the exploded boiler resembling a charnel-house. Over it all hung a great cloud of white smoke, which drifted slowly toward the Coronado shore.

The news of the explosion spread over the city like wildfire. At first none of the reports were that more than half the crew had been killed. This was later modified, the rumor having it that the number of dead would be, at least, seventy-five.

The scene of hurrying ambulances, hack and carriage, and a description, which had been summoned, added to the excitement. Every physician who could be reached by telephone was called to the water front. Within a comparatively short time nearly a dozen physicians were at the scene and attending the wounded.

JUDGES SHOWS MORE.

A dozen or fifteen were blown overboard by the force of the terrific explosion. Captain Wentworth, who was looking at the Bennington when the disaster occurred, says he saw human bodies hurled more than a hundred feet upward. The air was black with smoke, which enveloped the ship. When it cleared away only a few men could be seen on the decks, while a number were foundering in the water. A boat was lowered from the vessel's side, and most of them were picked up and taken on board.

The shock of the explosion penetrated every section of the ship, blood and ashes being found as far aft as the stern of the Captain's cabin.

Parts of the upper deck were carried away and great damage was done in all sections.

All the available launches hastened to the wreck, while most of the rowboats along the bay were brought into use.

Most of the dead and injured were taken ashore, where the undertakers and physicians were assembled, the former taking charge of the dead and the latter ministering to the needs of the living.

The bodies of many of the men taken from the wrecked interior of the ship were mutilated almost beyond recognition. The faces of many were covered with blood and ashes.

Commander Young, as soon as he reached the ship, gave orders that the airtight compartments be closed to prevent the listing ship sinking, and that the machines be flooded to avert further explosions.

Temporary quarters ashore were arranged for the wounded, and sixty citizens volunteered and hurried in launches to the relief of those on the ill-fated ship.

STAND AWAY! STAND AWAY!

Some of the volunteers were unable to stand the sickening sight which met their gaze on the Bennington. As fast as the wounded could be removed they were hurried in ambulances, carriages, wagons and automobiles to the hospitals. For a long time the hot steam prevented access to the ship.

Continued on Page Two.



COMMANDER LUCIEN YOUNG.
Senior officer of the gunboat Bennington. He was ashore at the time of the accident.

ST. LOUIS AND MISSOURI MEN ON BENNINGTON.

ST. LOUIS.

Chester Jerome Eakus, son of Jack Eakus.

Charles Joseph Kuntz, son of Anton E. Kuntz.

EAST ST. LOUIS.

Elmer E. Montgomery, son of John W. Montgomery.

MISSOURI.

Ray C. Shepard, son of Alex D. Shepard, Unionville.

Thomas H. Smith, son of Thomas Smith, Hardinsville.

H. C. Robinson, son of Charles Robinson, St. Joseph.

Cleveland Gibson, son of Arthur I. Gibson, Spanish Lake.

William Isaac Cherry, son of John Cherry, Pacific.

Dead.

Oscar Frank of No. 124 St. Louis avenue was discharged from the Bennington May 5, after having been aboard her for three years.

He knew all the members of the crew and says that several of the number were from St. Louis. He gives their names as William I. Cherry, Gibson and Milan. In addition to these it is learned that Charles Joseph Kuntz, the coal passer who is reported among the dead, and Chester Jerome Eakus came from this city, while Elmer E. Montgomery, son of John W. Montgomery, was from East St. Louis.

Cherry and Milan, Frank told The Republic last night, formerly lived in the neighborhood of Twelfth street and Cass avenue. Gibson, he said, lived near the corner of Taylor and Moffat avenues, and Chester Jerome Eakus, in other of his former surnames, had relatives on Tower Grove avenue.

Gibson was to have been discharged from the navy this month, according to Frank, and intended returning to St. Louis.

Frank has service on board the Bennington. Frank says he heard many stories of her unsavory work, and it was recently suggested, he said, that she be retired. He says he had no means of verifying the rumors, but on several occasions, he says, her boilers were disabled.

Frank last night was the center of a group of young men and women who had come to his home to congratulate him on his fortunate escape from death or injury in the disaster that overtook the ship.

His mother, Mrs. Frank, went to his home last night to see that her son had received his discharge and returned to her before the accident. Frank said he had intended to re-enlist, but the loss of the Bennington's crew had served to change his mind.

Continued on Page Two.

SULTAN BARELY ESCAPES BOMB

Dynamite Thrown at His Majesty in Constantinople Kills Members of His Suite.